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STATE OF	TT I B	NTAINS INFORMATION AFFICITING THE NATIONAL DEFENSE	
OF THE U MED 784. ATION OF	INITED STATE OF THE U FITS COAT	TES, STITAIN THE MEARING OF TITLE 18. SECTIONS 198 PT. 15. CODE, AS ABERDED TYS TRANSMISSION OF REVEL. THIS IS UNEVALUATED INFORMATION TENTS TO OF RECEIPY BY AN UNAUTHORIZED PERSON	
S PRONI	RITED BY L	AW THE REPRODUCTION OF THIS FORM IS PROHIBITED.	25X1
	1.	Stolmmende: the inner harbor, the former construction harbor, is sepa-	2
		wated from land by a wall. To the west of this wall DECTRICES	2
		occupied by Polish infantry. Units were drilling in the courtyards. The crew of the steamer was not allowed on shore.	
	2.,	Stettin: The free harbon is in Russian hands. The Oderwer't has been	
		extended towards the south and now reaches the quay wall of the fisher- terrease. The blocks of houses which formerly stood between the Ocer-	
		warft and the Hakenterrasse have been removed. There are many new craiss on the new stretch of quay. A new quey emplacement stretches from the	
		Baumbruecke to the railway station.	
	3	Warnesweade: The turning basin near the Warnov shippyard and the channel	
		just south of there have been considerably broadened through dreaging. A number of large sheds are under construction in the shippard area.	
		five large passenger vessels ranging up to 18,000 tons, most of them farmer German ships, lay in the harbor basin of the Warnow Shippard.	
	6	Rostock: The Neptun shippard constructs principally war ships, torpedo	
	AP.L.	boats, and destroyers. With the exception of a few fishing vessels, no merchants soips are under construction or repair.	
	â	the state of the s	
	5.	area. An average of twelve vessels of the Sea Police are stationed in	
X 1		Wismer. The Soviet and German harbor controls can be bribed with liquin, tonacco, and coffee.	
		primitive condition of the loading apparatus in Wisrar, a German coast.	
		motor ship last May required 16 days to load sulphate of soda (Glauber's	
	Ą	(Hemburg) st anchor outside Wismar on 22 Fay.	
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It was reported during 1951 that dry docks and allos were being built at the Warnow shipyard south of the turning basin. The broadening of the turning basin and the channel as now reported is directly connected with the project mentioned earlier. Formerly the turning basin was only 400 meters long, 250 meters wide, and 7 meters does. The new construction has turned the former small shipyard into an important repair yard for large ships.